

**GN Dispatchers Train Order Book for Monday, December 10, 1956; district Wenatchee to Seattle - selected orders.**

This was the aftermath of a bad storm resulting in closure of GN, NP, and Milwaukee lines. GN got their Cascade line open first, and not only handled their mail trains 27 and 28 (Normally truncated at Spokane except during Christmas mail season), operating same as sections of various other GN trains, but also handled NP 2 from Seattle 12/9 and also handled Milwaukee 15 due into Seattle and Milwaukee 16 due out of Seattle on 12/10. This is how the GN dispatchers put it all together and made it work.

On Dec 10 when the NP re-opened, it ran its passenger trains via the SP&S; that's why there is only one NP detour on here. Dispatchers Frahm and Simpson both have sons who now work out of Seattle for Amtrak. I might add, and not smugly, that this was all in a days' work back then...

Westward Timetable Superiority is in effect. Train Order Number, followed by address, station call letters (and initial de-coding of call letters) for station issued, followed by "Complete" time:

Third trick - Dispatcher Fred Frahm:

252 dated 12/9 C&E Second 3 WC (Wenatchee)  
C&E Yard Engs WC 1135pm  
C&E Extra 436D West KY (Skykomish) 1155pm  
C&E Extra 711 East JN (Everett) 1155pm  
C&E extra NP 5401D west - SH (Snohomish) 537am 12/10

Second 3 eng unknown run two 2 hours forty 40 minutes late Wenatchee to Everett.

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201 C&E Extra 436D West KY 1210am  
C&E Eng 711 JN 1217am

Eng 711 run extra Everett to Wenatchee meet extra 436D West at Gold Bar. No 5 No 32 and No 4 have passed Everett.

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202 C&E Work Extra 621 KY 120am  
Work extra 621 protect against psgr extra NP 6504A East after two fifty 250am On order No 239 of Dec 9.  
(signed by Condr Micone)

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203 C&E Second 3 WC  
C&E No 31 WC 221am  
C&E First 3 KY 235am  
C&E Eng NP 6504A JN 247am

Eng NP 6504A run psgr extra Everett to Wenatchee meet First 3 eng 357A at Reiter  
Meet Second 3 eng 361C and No 31 Eng 261A at Scenic

No 5 No 32 and No 4 have passed Everett

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204-205-206 - Annulments of previous orders having no bearing here. **Future such order numbers, as well as orders containing solely a check of first class trains for yard engines, will be skipped.**

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# 207 (addresses and complete times skipped- order abbreviated somewhat)

Eng 621 works extra 610am until 610pm between Leavenworth and Goldbar

Parson Crane 5 works extra 610am until 410pm between Skykomish and Baring

High Car X838 works extra 610am until 610pm between Skykomish and Scenic

High Car R1875 work extra 730am until 410pm between Leavenworth and Skykomish

Eng 603 works extra 830am until 610pm between Monroe and Snohomish

Clear psgr extra NP 6504A east and extra 711 east

not protecting against extra trains except protect against

Extra 470A east and psgr extra CMSTP&P 2428 West after 1010am

Extra 317A west after 1110am

Extra 434A east between Skykomish and Leavenworth after 1110am

Extra 309A west after 210pm

Extra 410D West and extra 611 East after 430pm

No 4 First 3 Psgr extra NP 6504A east and Extra 711 East have passed Skykomish.

No 3 and No 31 have passed Skykomish

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#209 C&E Eng NP 5401A - SH 531am

Eng NP 5401A run extra Snohomish Jct to Lowell

No 4 and First 3 have passed Snohomish

This order is annulled at six fifty 650am

### **Transfer at 701am to dispatcher Dean E. Hanna**

212 C&E No 5 WC 915am

C&E No 6 JN 921am

No 6 Eng 268A meet No 5 eng 277B at Merritt

No 3 and No 31 have passed Everett

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213 C&E Eastward Trains KY 950am

C&E Eng 620 WC 955am

Eng 620 run extra Wenatchee to Skykomish has right over eastward trains

Wenatchee to Skykomish This order to Eastward trains at Skykomish

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214 C&E Extra 620 West - WC

Work extra 663 Work extra 624 Work extra R 1815 Work extra X 838 and Work Extra PC5 protect against extra 620 west instead of extra CMSTP&P 2428 west after ten ten 1010am in order No 207.

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#215 C&E Westward trains KY 927am  
C&E Eng 603 JN  
C&E ditcher X1843 JN 1047am

Engs 603 and ditcher x 1843 run as two 2 extras Everett to Skykomish have right over westward trains Everett to Skykomish. This order to westward trains at Skykomish . All first class trains due at Everett at or before ten thirty 1030am have passed.

216 C&E extra 663 East JN 1047am

Eng 663 instead of ditcher x 1843 in order No 215

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219 C&E extra 603 East JN 1106am  
Work extra 663 and work extra PC5 protect against extra 603 east instead of extra 470A east in order No 207

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222 C&E No 6 Ky 1259pm  
opr WC  
C&E First 5 WC  
C&E Second 5 WC 108pm

Order No 212 is annulled. No 6 eng 268A meet First 5 eng 277B at Scenic and meet Second 5 eng CMSTP&P 2428 at Berne [Billso note: 2428 was an EMD GP9 class 17.5-ERS 1750hp built 06/54 weight 251,000]

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223 C&E No 6 Ky 101pm  
C&E Yard Engs WC 103pm  
No 6 eng 268A run two 2 hours late Scenic to Wenatchee

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224 C&E Eng 277B WC  
C&E Eng CMSTP&P 2428 WC 106pm  
Engs 277B and CMSTP&P 2428 run as First and Second 5 Wenatchee to Seattle

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225 Opr KY 122pm

Order No 213 is annulled

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227 C&E First 5 CH  
C&E Second 5 CH (Leavenworth) 131pm  
C&E No 6 SN (Scenic) 132pm

Order No 222 is annulled. No 6 eng 268A meet First 5 eng 277B at Merritt and meet Second 5 eng CMSTP&P 2428 at Winton Second 5 take siding.

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228 C&E Eng 620 Ky 154pm  
Eng 620 run extra Skykomish to Wenatchee

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229 C&E First 5 SN  
C&E Second 5 SN 157pm  
C&E Extra 434A east KY  
C&E Extra 620 east KY 157pm

First 5 eng 277B and Second 5 eng CMSTP&P 2428 meet Extra 434A east and extra 620 East at Scenic.  
This order to First and Second 5 at Scenic.

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230 C&E Eng 434A KY 159pm  
Eng 434A run extra Skykomish to Cashmere. All first class trains due at Skykomish at or before one thirty  
130pm have passed.

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231 C&E Extra 663 East -GO (Grotto) Signed condr Griffiths -209pm  
That part of order No 215 reading  
has right over Westward trains Everett to Skykomish is annulled.

232 C&E First 5 Ky 212pm  
C&E Extra 663 East GO 212pm  
First 5 eng 277B wait at Skykomish until three thirty 330pm for extra 663 East. This order to First 5 at  
Skykomish.

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233 Opr Ky - 215pm  
Order No 215 is annulled.

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234 C&E Work extra R 1875 CK (Merritt) 221pm signed by engr Bland  
Order No 207 is annulled. High car R 1875 run extra Merritt to Leavenworth.

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235 C&E Westward extra trains CH 224pm  
C&E extra R 1875 east CK 224pm

Extra R 1874 East has right over westward extra trains Merritt to Leavenworth. This order to westward  
extra trains at Leavenworth.

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236 C&E Work extra PC 5 KY 231pm signed by Condr Hostetter  
C&E Work extra 621 KY signed by condn Penrod  
C&E work extra X 838 KY signed by engr Jonas Patterson  
C&E Work extra 663 KY signed by condn Micone  
Order No 207 is annulled.

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237 C&E Westward trains CH 242pm  
C&E Eastward extra trains JN 233pm  
C&E Eastward extra trains KY

C&E Eng 603 KY 244pm

Eng 603 works extra two forty 240pm until seven ten 710pm between Scenic and Skykomish clears extra 434A east and extra 620 east not protecting against extra trains except protect against extra 472A west after five fifty 550pm and extra 438A east after six ten 610pm. All first class trains due at Skykomish at or before two thirty 230pm have passed.

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238 C&E Eastward extra trains JN 259pm  
C&E Westward extra trains CH 301pm  
C&E Westward extra trains orig KY  
C&E Eng 621 KY 301pm

Eng 621 works extra 250pm until 910pm between Skykomish and Gold Bar clears extra 663 east not protecting against extra trains except protect against

Extra 663 west after 330pm  
extra 438A east after 530pm  
and Extra 472A West after 610pm

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239 Opr SN 310pm

Order No 229 is annulled

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Transfer 300pm To T.P. Simpson

240 Opr CH 321pm

Order No 235 is annulled.

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241 C&E Eng 269A JN 336PM  
Eng 269A display signals and run as First 32 Everett to Wenatchee

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242 C&E First 5 GO 341pm  
C&E Extra 438A East JN 343pm

First 5 Eng 277B wait at Sultan until four thirty five 435pm  
Monroe four forty five 445pm for extra 438A east

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243 C&E Second 5 KY X'd by Opr Ella Carter 342pm Completed 347pm  
C&E Extra 438A East JN 343pm  
Second 5 eng CMSTP&P 2428 Wait at Gold Bar until Four Fifty 450pm Sultan Four Fifty Five 455pm for extra 438A east.

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244 C&E Work extra 621 GO 346pm  
C&E Extra 438A East GB (Gold Bar) [not repeated]

Work extra 621 protects against extra 438A east between Gold Bar and Skykomish after four fifty 450pm instead of after five thirty 530pm

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245 Addresses skipped - order went to "everybody"

Second 32 Engine unknown run Four 4 Hours Twenty 20 Minutes late Everett to Wenatchee.

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246 C&E Eng 438A JN 351pm

Eng 438A run extra Everett to Wenatchee No 3 No 31 and No 6 have Passed Everett.

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247 - Voided - not used.

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248 C&E First 5 GB (Goldbar)

C&E Second 5 GB 404pm

First 5 Eng 277B and Second 5 eng CMSTP&P 2428 reverse positions as First and Second 5 Monroe to Seattle. First 5 eng 277B take siding at Monroe.

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249 C&E First 5 GB

C&E Second 5 GB

Orders No 242 and No 243 are annulled.

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250 C&E First 5 RO (Monroe)

C&E Second 5 RO 414 PM

C&E First 32 JN

First 32 Eng 269A meet First 5 eng CMSTP&P 2428 at Pacific Avenue meet

Second 5 Eng 277B at Snohomish. First 32 take siding at Pacific Avenue

Second 5 take siding at Snohomish

No 3 and No 31 have passed Everett.

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251 C&E Extra 434A East OM(Cashmere)

C&E Extra 620 East OM 424pm

C&E Eng 472A WC 425pm

Eng 472A run extra Wenatchee to Everett

meet extra 434A east at Cashmere

meet extra 620 East at Monitor.

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253 C&E First 32 JN 434pm

C&E Second 5 RO 435pm

First 32 Eng 269A meet Second 5 eng 277B at Pacific Avenue instead of Snohomish. First 32 take siding at Pacific Avenue.

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254 C&E First 32 JN 442pm

C&E Extra 472A west OM 443pm

First 32 eng 269A wait at Berne until six fifty 650pm Merritt seven naught two 702pm for extra 472A west.

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255 C&E Westward extra trains RO 448pm  
C&E Eng NP 5401A - W (Lowell)

Eng NP 5401A run extra Lowell to Snohomish Jct has right over westward extra trains Lowell to Snohomish Jct No 31 and No 6 have passed Lowell.

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256 C&E Extra 438A east JN 516pm  
C&E Extra 611 West WC 517pm

Extra 438A east has right over extra 611 west Everett to Wenatchee and wait at Leavenworth until eight ten 810pm Cashmere eight thirty 830pm

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257 C&E extra 622 East JN 518pm  
C&E Extra 611 West WC 519pm

Extra 611 east meet extra 622 west at Skykomish

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258 C&E Extra 450D west WC 519pm  
C&E Extra 611 West WC

Extra 620 East has right over extra 450D West and Extra 611 west Cashmere to Wenatchee

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259 C&E Eng 611 WC 521pm

Eng 611 run extra Wenatchee to Everett

260 C&E Eng 450D WC 521pm

Eng 450D run extra Wenatchee to Everett.

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261 C&E First 32 Ro 526pm  
C&E Yard Eng WC 527pm  
C&E Extra 450D west WC  
C&E Extra 611 West WC

First 32 eng 269A wait at Dryden until seven fifty 750pm  
Cashmere seven fifty five 755pm  
Monitor Seven fifty nine 759pm

262 C&E First 32 R) 531pm  
C&E Extra 663 West KY 532pm  
First 32 eng 269A wait at Gold Bar until five fifty three 553pm  
Reiter five fifty nine 559pm  
Index six ten 610pm  
Baring six twenty 620pm

263 C&E First 32 RO 536pm  
C&E Extra 450D West WC 537pm

First 32 eng 269A wait at Winton until seven thirty five 735pm  
Leavenworth seven fifty one 751 pm  
Cashmere eight naught five 805pm for extra 450D west

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264 C&E First 32 RO 541pm  
C&E Extra 472A West CH 542pm

Order No 254 is annulled. First 32 Eng 269A wait at Scenic until Seven Naught Five 705pm  
Berne Seven Twenty 720pm For extra 472A west

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265 C&E Extra 472A west CH 543pm  
C&E Extra 450D West OM 544PM  
C&E Extra 438A East JN 545PM

Extra 438A East meet extra 472A west at Scenic meet extra 450D west at Berne

266 C&E Extra 663 West KY 547pm  
C&E Extra 438A east JN 549pm

Extra 663 West meet extra 438A east at Reiter

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267 C&E Extra 663 West KY 548PM  
C&E Extra 622 East JN 550pm

Extra 663 west has right over extra 622 east Skykomish to Everett and  
wait at Sultan until Seven Naught One 701pm  
Monroe Seven Fifteen 715pm for extra 622 east

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268 C&E Eng 663 KY 551pm

Eng 663 run extra Skykomish to Everett.

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269 C&E Eng 438A JN 554pm

Eng 438A run extra Everett to Wenatchee. No 31 No 5 No 6 and First 32 have Passed Everett.

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270 C&E Eng 663 JN 606pm  
Eng 663 run extra Everett to Wenatchee. No 31 No 5 No 6 and First 32 Have passed Everett.

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271 C&E Eng 622 JN 608pm

Eng 622 run extra Everett to Wenatchee. No 31 No 5 No 6 and First 32 have passed Everett.

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272 C&E Extra 472A West SN 606pm



C&E Extra 450D West SN  
C&E Extra 622 East JN 617pm

Extra 472A West and extra 450D West have right over extra 622 east Wenatchee to Everett and wait at Skykomish until eight thirty 830pm

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273 C&E First 32 SN  
C&E Extra 450D West OM

First 32 Eng 269A wait at Merritt until seven thirty 730pm  
Winton Seven Forty 740pm instead of seven thirty five 735pm for extra 450D west

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274 C&E First 32 SN 656pm  
C&E Extra 450D west CH 657pm

Order No 273 is annulled. First 32 eng 269A wait at Winton until Seven Forty Five 745pm for extra 450D west.

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275 C&E Extra 438A East KY 702pm  
C&E Extra 450D west CK 702pm

Extra 450D west meet extra 438A east at Scenic instead of Berne

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276 C&E Extra 438A east KY 708pm  
C&E Extra 472A west SN

Extra 438A east meet extra 472A west at Skykomish instead of Scenic.  
This order to extra 438A east at Skykomish. Extra 438A east take siding.

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277 C&E Extra 472A west SN 711pm  
C&E Extra 622 East RO 712pm

Extra 472A west wait at Grotto until eight thirty five 835pm  
Baring eight forty five 845pm  
Index eight fifty five 855pm  
Reiter nine naught five 905pm for extra 622 east

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278 C&E Extra 450D West SN 715pm  
C&E Extra 622 East RO 716pm  
Extra 450D West wait at Skykomish until nine naught five 905pm  
Grotto nine ten 910pm  
Baring nine eighteen 918pm  
Index nine thirty 930pm  
Reiter nine forty 940pm  
For extra 622 East

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279 C&E Second 32 JN 721pm  
C&E Extra 663 east RO 722pm  
C&E Extra 622 east RO

Second 32 engine unknown wait at Everett until nine naught one 901pm  
Lowell nine naught six 906pm  
Snohomish nine twelve 912pm  
Gold Bar nine thirty one 931pm  
Reiter nine thirty seven 937pm  
Index nine forty seven 947pm  
Baring nine fifty seven 957pm  
Grotto ten naught two 1002pm  
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280 C&E Second 32 JN 725pm  
C&E Extra 472A West SN 726pm

Extra 472A west has right over Second 32 Engine unknown Merritt to Skykomish.  
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281 - Waiting times Leavenworth and Peshastin on extra 438A east for extra 611 West.  
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282 C&E Work extra 621 KY 746pm  
Opr KY Signed by Condr Micone engr Zueger

Orders No 236 No 237 and No 238 are annulled.  
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283 C&E Extra X622 east RO 748pm

Order No 238 is annulled.  
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284 thru 288 - Various annulments addressed to operators, of Orders 237 238 250 255

289 C&E Extra 472A West KY 819pm  
C&E Extra 622 East Ro 820pm

Order No 277 is annulled. Extra 472A west wait at Index until nine ten  
910pm  
Reiter nine twenty five 925pm  
Gold Bar nine thirty 930pm for extra 622 east  
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290 C&E Extra 450D west SN  
C&E Extra 622 East RO

Order No 278 is annulled. Extra 450D west wait at Skykomish until Nine  
Thirty 930pm  
Grotto Nine Thirty Five 935pm  
Baring Nine Forty Five 945pm for extra 622 East.  
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291 Various addresses - Everybody gets it - approx 835pm  
Second 32 Engine CMSTP&P 2430 run five 5 hours ten 10 mins late Lowell to Merritt Five 5 hours late  
Merritt to Wenatchee [Billso note: 2430 also a GP9]

292 C&E Eng CMSTP&P 2430 - JN 836pm

Eng CMSTP&P 2430 Run as Second 32 Everett to Wenatchee. No 5 has passed Everett.

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293 C&E Second 32 JN X'd by Opr B H Manley 843pm Complete 845pm  
C&E Extra 472A west KY 844pm  
C&E Extra 450D West SN 845pm

Second 32 Eng CMSTP&P 2430 meet extra 472A west at Monroe and extra 450D west at Gold Bar.  
Second 32 take siding at Monroe and Gold Bar.

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294 C&E No 4 JN 958pm  
Opr JN  
C&E Extra 450D west RO 959pm

Extra 450D west has right over No 4 eng unknown Monroe to Everett Jct

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295 C&E First 3 WC 1001pm  
C&E First 4 JN 1002pm  
C&E Second 4 JN

First 3 eng 280A meet First 4 eng 361C at Winton and Second 4 eng 359A at Merritt. No 5 has passed Everett.

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296 C&E Second 3 WC  
C&E No 31 WC 1004pm  
C&E First 4 JN 1004pm  
C&E Second 4 JN

First 4 eng 361C and Second 4 eng 359A have right over Second 3 Eng 358C and No 31 eng 271A Everett to Crossover No 4 Wenatchee.

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297 C&E First 3 WC 1007pm  
C&E Second 32 KY 1008pm

First 3 eng 280A meet Second 32 eng CMSTP&P 2430 at Monitor. First 3 take siding.

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298 C&E Second 3 WC 1009pm  
C&E No 31 WC  
C&E Second 32 KY

Second 32 Eng CMSTP&P 2430 has right over Second 3 eng 358C and No 31 Eng 278A Skykomish to Crossover No 4 Wenatchee.

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299 C&E Eng 280 A WC 1011pm  
C&E Eng 358C WC

Engs 280A and 358C run as First and Second 3 Wenatchee to Seattle

Transfer to dispatcher F J Frahm 1115pm: Figure 2nd 32 to go to Olds. On arrival service engs at Appleyard.

302 C&E First 3 WC 1119pm  
Opr WC  
C&E Second 32 CK 1120pm

Order No 297 is annulled. Second 32 eng CMSTP&P 2430 has right over First 3 eng 280A Skykomish to Olds Crossover Wenatchee.

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303 C&E Second 32 CK 1122pm  
C&E Extra 611 West CH 1126pm  
Second 32 eng CMSTP&P 2430 wait at Winton until eleven fifty five 1155pm  
Chumstick twelve Naught five 1205am for extra 611 West.

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304 Various addresses everywhere:

Second 3 eng unknown run two 2 hours late Wenatchee to Everett.

The End.

#### ADDENDUM

From: "D. T. Sprau"  
Date: Wed Feb 21, 2001 11:15 am  
Subject: Milw and NP detours over GN % vice versa

Thanks everyone who "wired" appreciation of that long post of train orders. Just a reminder, I put it onto a file attachment with some of the skipped orders added, -. Still available if anyone else wants it in that form. Dispatchers Frahm and Hanna are long gone but Ted Simpson is still living, in his 80's and I will print out some of the compliments rec'd on all three lists and send to him. I am sure he will be pleased, so if anyone else wants to comment more on Ted Simpsons orders just send it along and I will add it to the pile. Ted could be very irascible, I worked with him when he was night chief in later years and we tangled a couple of times but it was all forgotten at the end of the shift and you could not have asked for a better man to back you up and stick up for you. You will note that he issued 60 orders on that second trick shift. --Means in addition to his other duties he had average eight (8) mins between each order to figure out what to do, and do it. For me, reading the orders re-creates the whole night all over again - I can easily tell that Ted anticipated extra 438D East would and should have gotten out of Everett right behind First 32 and of course they did not, and that screwed up a large part of his night. The big problem with train orders is when you have inferior trains out in front of trains like second 32, the Hiawatha; Then you have trains in the opposite direction trying to take siding, ostensibly for 438D [or he for them] and using up the precise siding in the exact spot you need to meet second 32 with the westbounds. It gets to be a headache and you just have to dope out ahead of time how to make them all fit. As dispatcher Curtis Stengem at Glendive Mt., later a chief in Seattle, once pointed out, when it gets like that, we are really not dispatching trains, we are dispatching space. Well

said... By the way I suppose you will note that the Empire Builder went into the siding for the Hiawatha on that day. No prejudice involved there, the proper way to make a meet is to first figure out what stations the trains should meet at with least delay, and then you put the train that you think will arrive first, into the siding so as to allow quicker passage for the second train. Regardless of pedigree. Of course some of today's nitwit second-guessing "managers" who have never sat at a dispatchers desk don't understand that concept, and teaching it to them was one of my more notable failures before I finally had enough and got out of this business. You only can afford to do otherwise on "meets" when you have a lot more sidings than you have trains and that usually is not the case. Certainly it was not the case on Dec 10, 1956.

As to the question of whether Jim Fredrickson or I had similar nights, the answer is YES, I put out 50-60 orders per shift quite a few times and it really wasn't much fun. At about 40 per shift you are probably doing your best work with lots of trains and the least amount of delay, but I will let Jim tell his own stories. Hopefully he saved a few train order books because I don't have any NP ones with nights like GN on Dec 10-56, but for sure such things did happen on the NP too. One advantage we did have on the NP mountain was double track on both sides of the Stampede tunnel. I remember after the merger some of the NP engineers went over to work on the GN mountain and they were shocked to say the least, to discover that they were expected to take siding and stop with freight trains on meets at Berne and Scenic. GN Engineer Wm Raftery commented wryly, "We GN guys didn't know you couldn't start a train on the 2.2% grade without breaking in two, so we went up there and did it anyway." However the NP guys soon found out that the drawbars were a lot stronger than expected and all went well at Berne and Scenic. I had plenty of bad nights with train orders, on the NP Stampede line, (I wish someone had saved the train order books from the GN detours over NP in approx 1968 when Rock Island bridge burned) and also on the GN coast line between Everett and Vancouver during storms and particularly after merger when the NP Sumas and Bellingham jobs were re-assigned via GN and we still had two passenger trains. However my worst night in history with train orders was the culmination of a couple weeks on the SP&S Line between Pasco and Vancouver (in about 1986 after I had not worked heavy train order job for almost ten years) and it is nothing I would care to re-create; about 70 orders I think and not really in the kind of good shape I would have liked, for my relief - although I do regret not saving that train order book too. I also seem to remember a third trick working NP Black River to Sumas about 1967 when there were some GN detours that made things real busy but that is starting to dissolve into the haze and without train order books I can't remember much about it. Oh yeah, one other bad day for me - first trick on ex-GN between Lamona and Spokane on 5-18-80 the day Mt St Helens volcano went off. All the other lines (NP and SP&S) were closed due to volcano dust, and all trains were running via Wenatchee and that line not in very good condition either, all red blocks due to volcanic ash and engines dying right and left due to dust in air filters.

Another thing that would be nice to have would be the MILW train order books for notable sessions where the Milw dispatchers handled all the NP trains between Easton and Black River in fall of 1959 for about four days after the NP bridge at Cabin Creek washed out, and again in May of 1969

during NP washout at MP 52. In those days the Milw track was good and the NP trains suffered very little delay if any, running over Milw. Not like the debacle of 1978-79, where Amtrak finally threw in the towel and detoured Spokane to Seattle over ex-GN rather than suffer horrendous delay on Milw between Easton and Black River.

If I may be forgiven for putting it here -- A couple people asked for timetable stations involved in those train orders, so here it is in column form, stations with sidings:

Wenatchee  
Monitor  
Cashmere  
Dryden  
Leavenworth  
Chumstick  
Winton  
Merritt  
Berne  
(the cascade tunnel 7.78 mi.)  
Scenic  
Skykomish  
Grotto  
Baring  
Index  
Reiter  
Gold Bar  
Sultan  
Monroe  
Snohomish  
Lowell  
Pacific Avenue  
Everett (no siding)  
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Transcriptions and commentary: Dave Sprau  
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